



DEPARTMENT OF THE NAVY  
NAVY PERSONNEL COMMAND  
5720 INTEGRITY DRIVE  
MILLINGTON TN 38055-0000

1401  
PERS-00  
12 Jul 16

From: Commander, Navy Personnel Command  
To: President, FY-17-2 Test Pilot School Selection Board  
Subj: ORDER CONVENING THE FY-17-2 TEST PILOT SCHOOL SELECTION BOARD  
Ref: (a) FY-17 Administrative Selection Board Precept  
(b) U.S. Naval Test Pilot School Class 152 Selection Board Guidance  
(c) BUPERSINST 1500.62B Test Pilot Schools  
Encl: (1) Board Membership  
(2) Administrative Support Staff  
(3) Navy Pilot and Naval Flight Officer Allocations for Test Pilot Schools

1. Date and Location

a. The administrative selection board, consisting of you as president, the officers listed in enclosures (1) as members, and the personnel listed in enclosure (2) as administrative support staff, is ordered to convene at Navy Personnel Command, Millington, TN, at 0800, July 20, 2016, or as soon as practicable thereafter.

b. The board shall proceed in accordance with all guidance in this letter and references (a) through (c).

2. Function. The function of the board is to recommend aviation officers for assignment to United States Naval Test Pilot School (USNTPS), United States Air Force Test Pilot School, Empire Test Pilot School, École du Personnel Navigant d'Essais et de Réception, and identify Qualified/Insufficient Opportunity (QIO) officers, should additional opportunity develop for USNTPS Class 152. Upon graduation, new Test Pilots (TP) and Naval Flight Officers (NFO) will be detailed to billets requiring a TP subspecialty (subspec code 5403) at naval developmental and operational test activities.

3. Board Authorized Selections. The total number of candidates that may be recommended is 18, as listed in enclosure (3).

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a. The selection goals are also delineated in enclosure (3) with respect to designator and Type/Model/Series (T/M/S) background of each selection. The board shall strive to comply with enclosure (3) as closely as the quality of the applicant pool permits. If the overall quality of the application pool does not satisfy the primary preferences stated in enclosure (3), the board may consider exceptional candidates from other aircraft types and designators to fill the stated requirements as indicated by the notes and at the discretion of the board president.

b. There will be officers who miss selection because of limited or no quotas for certain T/M/S, but whose records clearly meet selection criteria. The total number of officers who may be recommended as QIOs in each competitive category is not limited. Those officers will be annotated as QIOs in the Post Board Report and ranked in each competitive category in order of priority (confidence score) by the board. Should a need arise to fill one of the select positions due to an issue with the primary select attending Test Pilot School (TPS), an officer so identified in the Post Board Report shall be considered qualified and additional administrative selection procedures need not be pursued.

c. The listing of QIOs is not for public disclosure and shall be redacted from the overall select list prior to releasing board results.

4. Additional Guidance. The below information is provided to clarify community requirements and any specific needs, but in no way should replace the Best and Fully Qualified Standard of reference (a).

a. The officers selected must possess a strong operational background, have displayed superior overall performance, and must be able to meet the rigorous academic background requirements of the TPS course.

b. Education. Selects must have a Bachelor of Science degree in engineering, physical science, or mathematics (unless waived by the board when requirements dictate and select has completed college-level calculus and physics).

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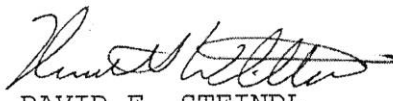
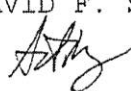
c. Experience. It is highly desirable that selects have accrued over 1,000 hours of total flight time (projected to class convening date) including recent experience in an operational squadron. Exceptions may be granted by the board in special cases where unique individual qualifications exist.

d. Career Progression. The board should ensure that all individuals selected to attend test pilot training will be able to complete a 36-month tour as a TP/NFO following graduation. If career timing precludes a 36-month tour, then normal timing for an individual's projected department head tour may be expected but in no case should officers with less than 24-months available post-graduation be considered. Career timing requirements include:

(1) Unrestricted Line (URL). To comply with the URL Acquisition Corps career path and test squadron manning requirements (for second test tour), the preferred URL aviators are junior officers (O-2 or O-3). In the event that there are insufficient quantities of well qualified URL junior officers to meet requirements, URL lieutenant commanders with exceptional records may be selected, provided they would still be able to meet applicable career milestones.

(2) Restricted Line. Aerospace Engineering Duty Officer (AEDO). Senior AEDOs must meet acquisition career milestones such as engineering competency; Deputy Program Manager (DPM), and other similar assignments to continue career progression and support promotability. Exceptional candidates, who have significant acquisition experience as a DPM, Assistant Program Manager for System Engineering, or similar background, may be considered for selection; however, it is strongly recommended that these candidates be selected only if the 36-month follow-on test tour will be completed prior to forecasted promotion to commander.

5. The board need not select to the numbers provided. The authorized number to select should only be attained if there are a sufficient number of candidates determined fully qualified.

  
DAVID F. STEINDL  


BOARD MEMBERSHIP  
FY-17 TEST PILOT #2 SCHOOL SELECTION BOARD

1. Test Pilot #2 School:

CAPT Thomas M. Santomauro, USN, 1510 (President)  
CDR Ryan J. Bryla, USN, 1310  
CDR Matthew J. Percy, USN, 1510  
CDR William E. Hargreaves, USN, 1510  
CDR Richard M. Gensley, USN, 1510  
CDR Dennis S. Lloyd, USN, 1320  
CDR Kevin J. Sproge, USN, 1510  
CDR Andrew J. Ballinger, USN, 1510  
CDR Elizabeth M. Somerville, USN, 1510

**NAVY PILOT AND NAVAL FLIGHT OFFICER ALLOCATIONS FOR  
TEST PILOT SCHOOLS**

<u>Ultimate Activity</u>	<u>School</u>	<u>Pilot/NFO (P/N)</u>	<u>T/M/S Background</u>
VX-20 Pax River	USN	P	P-8, P-3, EP-3 (1)
UIC 39785	USN	P	P-8, P-3, EP-3 (1)
	USN	N	P-8, P-3, EP-3 (2)
	USN	N	E-2 (3)
	USN	P	E-2, C-2 (4)
VX-23 Pax River	USN	N	EA-18G (5)
UIC 39783	USN	N	F/A-18F (6)
	USN/USAF/ETPS	P	F/A-18/EA-18 (7)
	USN/USAF/ETPS	P	F-35 (8)
VX-30 Pt. Mugu	USN	N	EA-18G (9)
UIC 30650			
VX-31 China Lake	USN/USAF/ETPS	P	EA-18G (10)
UIC 30649	USN	N	EA-18G (11)
	USN/USAF/ETPS	P	F/A-18 (12)
	USN	N	F/A-18F (13)
	USN/USAF/ETPS	P	F/A-18 (14)
HX-21 Pax River	USN	RWP	MH-60R (15)
UIC 39784			
UASTD	USN	RWP	MH-60R/S (16)
UIC 39782			
TBD	EPNER	P	Any (17)

**Specific Notes:**

(1) Select the best qualified P-8, P-3, or EP-3 pilot. If none suitable, select the best qualified E-2C/D or C-2A pilot.

(2) Select the best qualified P-8, P-3, or EP-3 NFO. If none suitable, select the best qualified E-2C/D NFO. If none suitable, select the best qualified maritime NFO.

(3) Select the best qualified E-2 C/D NFO. If none suitable, select the best qualified P-8, P-3, or EP-3 NFO. If none suitable, select the best qualified maritime NFO.

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(4) Select the best qualified E-2C/D or C-2A pilot. If none suitable, select best maritime pilot.

(5) Select the best qualified EA-18G EWO. If none suitable, select the best qualified F/A-18F WSO.

(6) Select the best qualified F/A-18F WSO. If none suitable, select the best qualified EA-18G EWO.

(7) Select the best qualified F/A-18/EA-18G pilot who is a Wing LSO. If none suitable, select the best qualified F/A-18/EA-18G pilot.

(8) Select the best qualified F-35C pilot. If none suitable, select the best qualified F/A-18/EA-18G pilot.

(9) Select the best qualified EA-18G EWO. If none suitable, select the best qualified EA-18G pilot. AEA experience is required.

(10) Select the best qualified EA-18G Pilot. If none suitable, select the best qualified EA-18G EWO. AEA experience required.

(11) Select the best qualified EA-18G EWO. If none suitable, select the best qualified EA-18G Pilot. If none suitable, select the best qualified TACAIR NFO.

(12) Select the best qualified F/A-18 Pilot. If none suitable, select the best qualified EA-18G Pilot. If none suitable, select the best qualified TACAIR Pilot. If none suitable, select the best qualified TACAIR NFO.

(13) Select the best qualified F/A-18F WSO. If none suitable, select the best qualified F/A-18E/F Pilot. If none qualified, select the best qualified TACAIR NFO. If none suitable, select the best qualified TACAIR Pilot.

(14) Select the best qualified F/A-18 Pilot. If none suitable, select the best qualified TACAIR pilot. If none suitable, select the best qualified TACAIR NFO.

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(15) Select best qualified MH-60R pilot. If none suitable, select best qualified SH-60B, SH-60F, MH-60S (preference in order listed). If none suitable, select best qualified rotary wing pilot.

(16) Select the best qualified MH-60R/S pilot with previous Firescout experience. If none suitable, select the best qualified helicopter pilot.

(17) Select best qualified fixed wing pilot. Selectee will attend EPNER in France. Student will report for language training in October 2016 and complete the EPNER course in July 2018 and must be able to serve 24 month follow-on test tour. French language background desired.

General Notes:

(1) After exhausting guidance in specific notes listed above, if no pilot suitable for stated preferences, select the best qualified pilot from respective community (i.e. TACAIR, Maritime, or Rotary Wing). If still no suitable pilot, then select best qualified pilot from the other community and consider transferring the seat to the most appropriate developmental test squadron or UASTD.

(2) After exhausting guidance in specific notes listed above, if no NFO suitable for stated preferences, select the best qualified NFO from respective community (TACAIR or Maritime). If still no suitable NFO, then select best qualified NFO from the other community and consider transferring the seat to the most appropriate developmental test squadron or UASTD. If no NFO suitable from any community, select best qualified pilot from any community and consider transferring the seat to the most appropriate developmental test squadron or UASTD.

(3) For TPS selection purposes, TACAIR platforms are considered to be the following type/model/series aircraft: EA-6B, F/A-18, EA-18G and F-35.

(4) For TPS selection purposes, Maritime platforms are considered to be the following type/model/series aircraft: P-3, EP-3, P-8, E-2, C-2, E-6, and C-130.

(5) Total USNTPS capacity from this board is 15, plus two reciprocal school quota (one TACAIR pilot will attend

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USAFTPS, one TACAIR pilot will attend Empire Test Pilot School). Additionally, each syllabus within USNTPS has a maximum capacity. USNTPS maximum fixed wing pilot capacity is 7. Maximum rotary wing capacity is three. Maximum NFO/systems capacity is seven. One École du Personnel Navigant d'Essais et de Réception student will be slated with class 153.

(6) There is extraordinary demand for Airborne Electronic Attack experienced test aircrew at three test squadrons. Given this high demand, placement priority is #1 EA-18G Pilot - VX-31, #2 EA-18G EWO - VX-23, #3 EA-18G EWO - VX-30, #4 EA-18 EWO - VX-31.